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PHOTOGRAPHIC INTERPRETATION REPORT



**VITAL RECORDS COPY
SOUTHEAST ASIA
ACTIVITY REPORT**

25X1C

**SELECTED TRANSPORTATION
AND INFILTRATION
COMPENDIUM**

NPIC/R-35/67

MARCH 1967

SUMMARY NO 37

2 FEBRUARY - 1 MARCH 1967

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WARNING

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PREFACE

This report is a summary of selected information on transportation and infiltration activity in Southeast Asia, primarily the Laotian Panhandle, as reported by NPIC during the period indicated on the cover. For a comprehensive study of road development in this area prior to 1 April 1966 see NPIC R-110/66, Communist Road Net Development in the Laotian Panhandle (CONFIDENTIAL/No Foreign Dissem [REDACTED])

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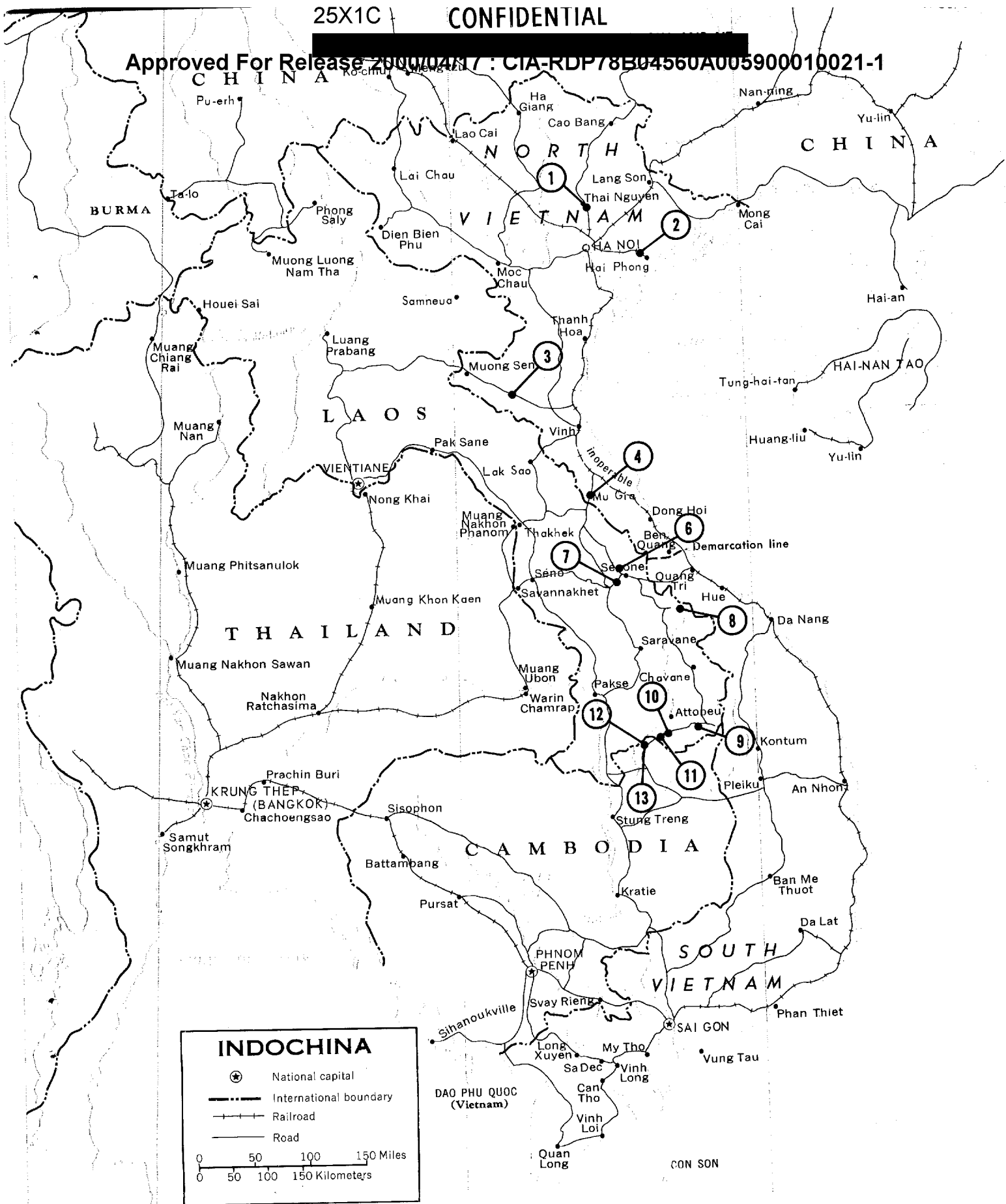
Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC, unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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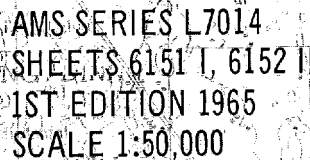


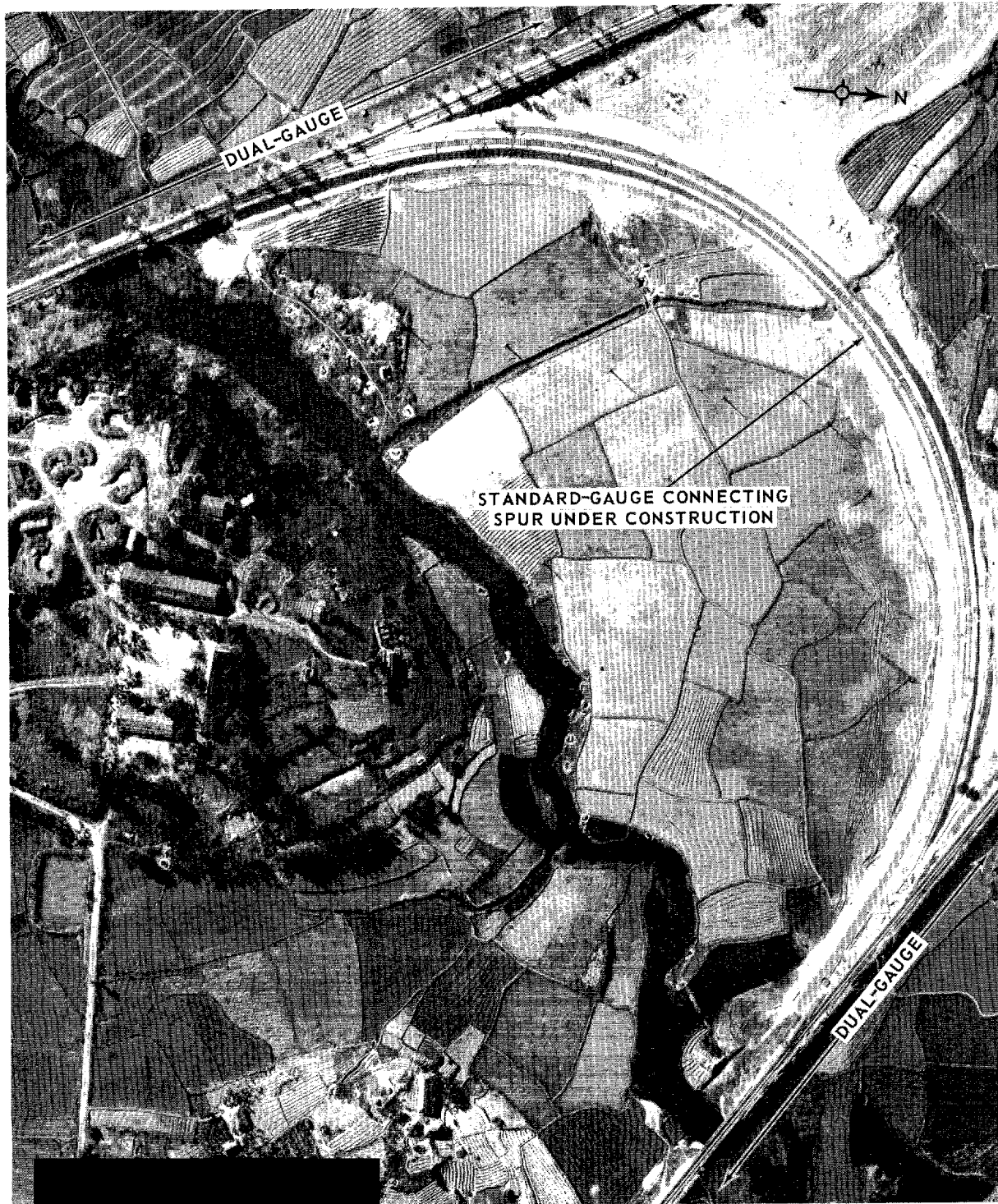
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1. Railroad Connecting Spur, Thai Nguyen Area, North Vietnam

Standard-guage track is being laid on the connecting spur between the Kep/Thai Nguyen and Thai Nguyen/Nguyen Khe Rail Lines at 21-32N 105-52E (UTM WJ899828). The Thai Nguyen/Nguyen Khe Rail Line is dual-guage south from the Thai Nguyen Rail Yard at UTM WJ878844 to the limits of photographic coverage at UTM WJ900819. The Kep/Thai Nguyen Rail Line is dual-guage west from the rail yard to the junction with the spur to the Thai Nguyen iron ore processing plant at UTM WJ971866, where it becomes standard-guage west to Kep. The spur into the processing plant is meter-guage.

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NPIC L-7128 (2/67)

FIGURE 1. CONNECTING SPUR UNDER CONSTRUCTION BETWEEN KEP/THAI NGUYEN AND THAI NGUYEN/NGUYEN KHE RAIL LINE, NORTH VIETNAM.

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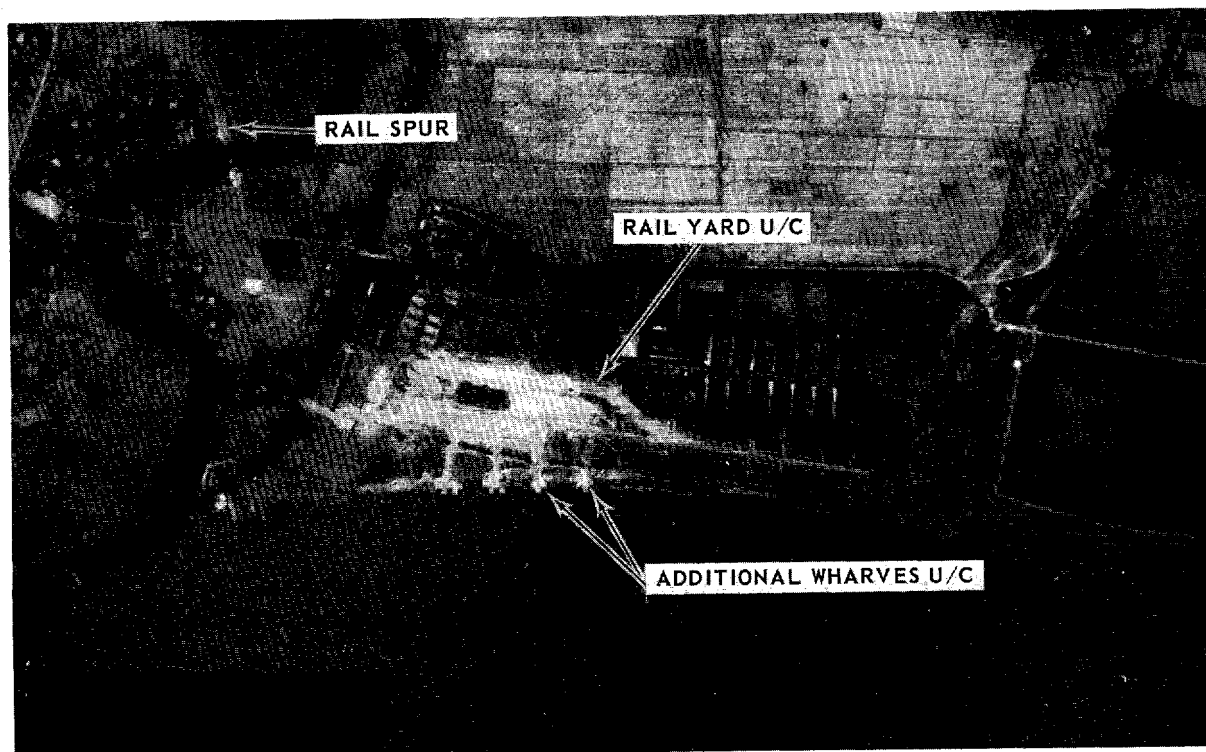
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2. Loi Dong Transshipment Point, Cua Cam (River), North Vietnam

Construction continues at the Loi Dong transshipment point located on the Cua Cam (river) at 20-53N 106-37E, approximately 4 nm west-northwest of Hai Phong. Since the completion of 2 off-shore wharves was reported in Summary 25, Item 2, construction has begun on a rail yard (at least 3 tracks wide) and 2 additional wharves (Figure 2). It now appears that a major river port is being developed at this facility.

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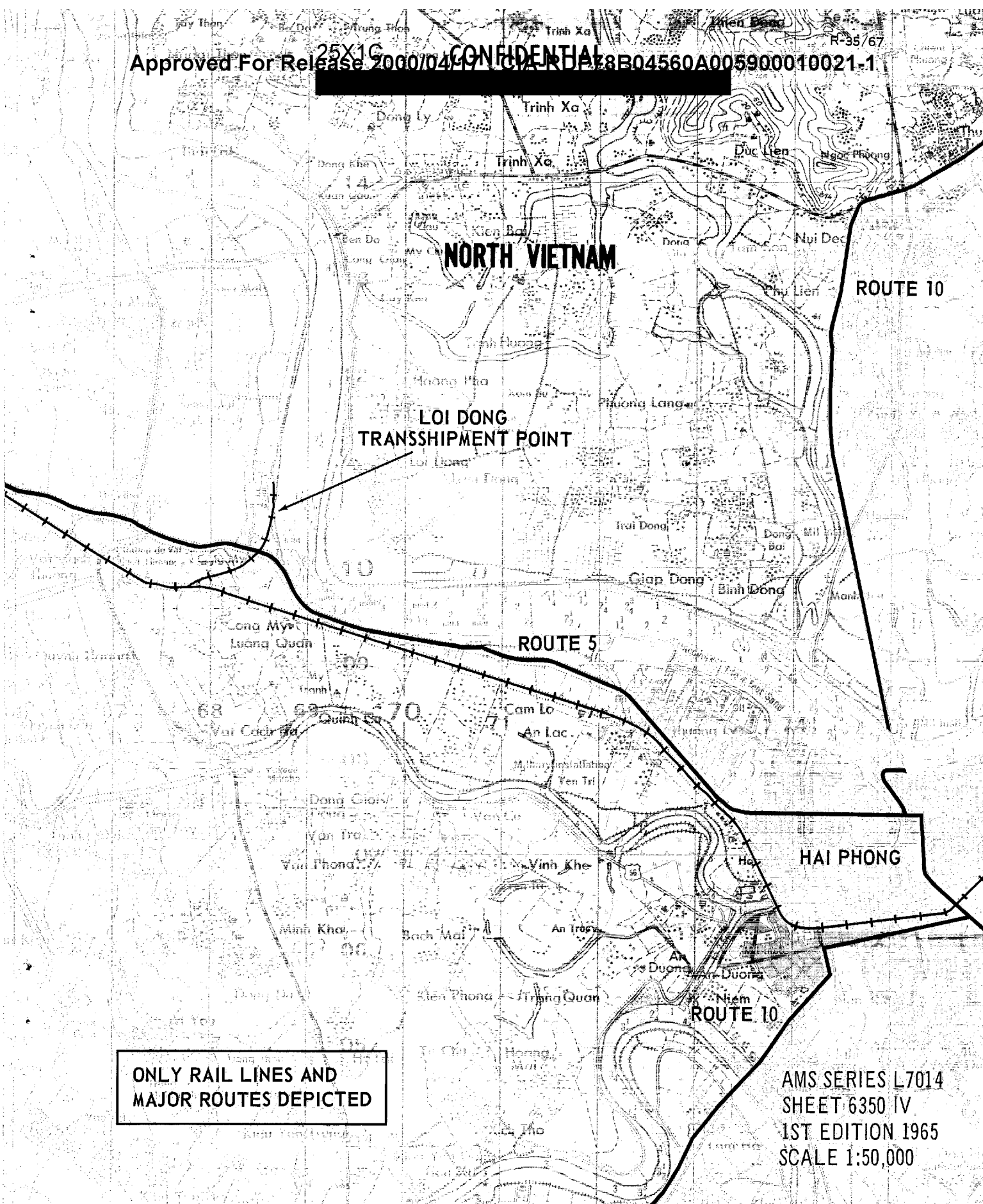
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NPIC L-7129 (2/67)

FIGURE 2. LOI DONG TRANSSHIPMENT POINT, CUA CAM (RIVER), NORTH VIETNAM.

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ONLY RAIL LINES AND
MAJOR ROUTES DEPICTED

AMS SERIES L7014
SHEET 6350 IV
1ST EDITION 1965
SCALE 1:50,000

3. Transshipment Area, Route 7, North Vietnam

A major transshipment area is located immediately north of North Vietnam Route 7 in the vicinity of 19-10N 104-40E. Numerous off-loading points have been established along a Route 7 access road which parallels the Song Ca (river) between UTM VG666181 and VG663198, a distance of approximately 0.9 nm. On [REDACTED] a total of 13 camouflaged sampans were moored adjacent to the access road and partially concealed along the river banks in the general area (Figures 3 and 6). The large volume of rafts loaded with probable forest products and the lashed timber observed in the area reflect the extent of the local lumber industry (Figures 4 and 5).

25X1D [REDACTED]

25X1D

SONG CA
(RIVER)

NORTH VIETNAM

LAOS BORDER
34 NM

TRANSHIPMENT AREA
(FIGURE 6)

SUSPECT
TRUCK PARK

PROBABLE
MILITARY CAMP

ROUTE 7

AMS SERIES L7014
SHEET 5947 III
1ST EDITION 1965
SCALE 1:50,000

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25X1D



FIGURE 3. CAMOUFLAGED SAMPANS, SONG CA (RIVER), NORTH V'ETNAM.

NPIC L-7132 (2/67)

25X1D



FIGURE 4. RAFTS PROBABLY LOADED WITH FOREST PRODUCTS, SONG CA (RIVER), NORTH VIETNAM.

NPIC L-7133 (2/67)

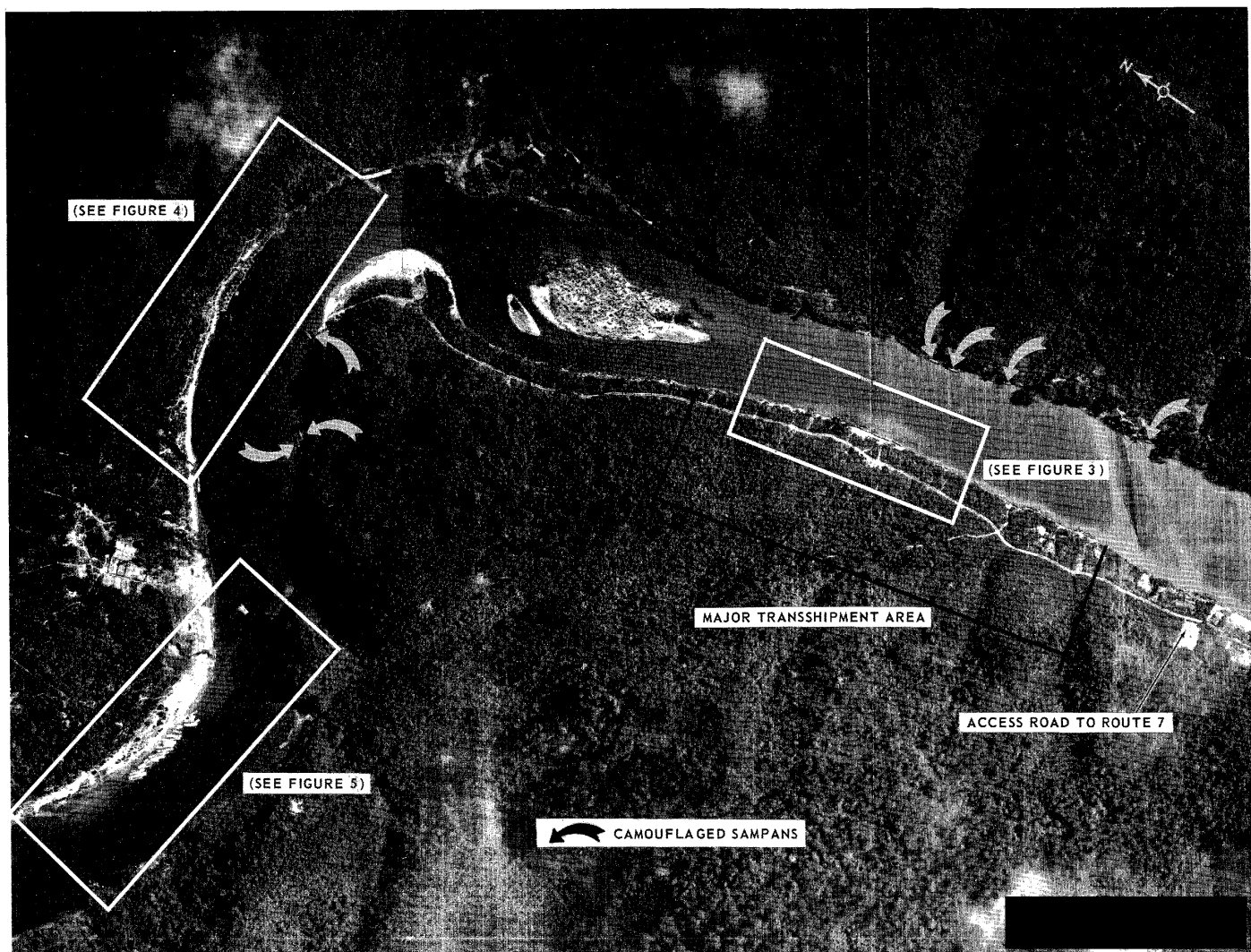
25X1D



FIGURE 5. TIMBER, SONG CA (RIVER), NORTH VIETNAM.

NPIC L-7134 (2/67)

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25X1D

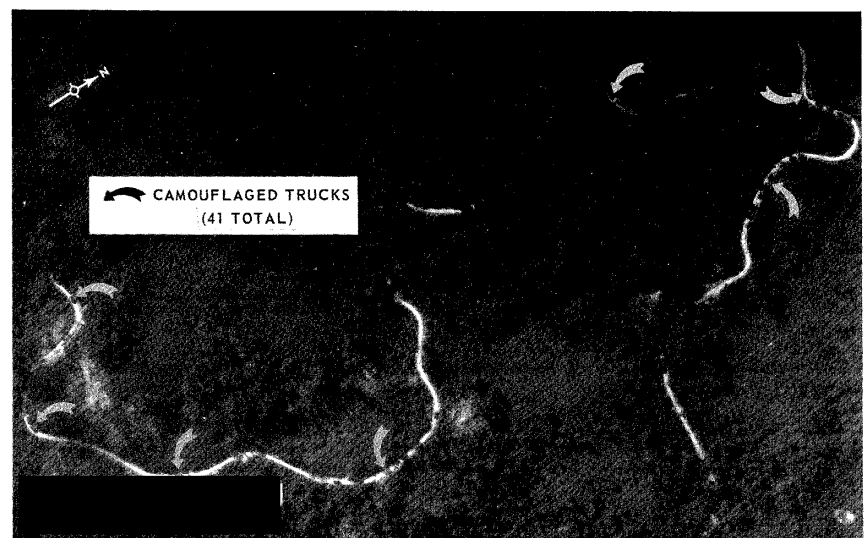
4. Truck Convoys, Route 15, North Vietnam

On [REDACTED], a total of 75 camouflaged cargo trucks were observed singularly or in convoys on North Vietnam Route 15 between 17-57N 105-48E and 17-43N 105-46E (9 shown in Figure 8). All of the vehicles were headed south and the majority of them were parked. Landslides in the vicinity of UTM WE814553 had rendered Route 15 unserviceable on this date and at least 55 personnel were engaged in repair of this segment.

A total of 130 camouflaged cargo trucks were on the route between 17-57N 105-48E and 17-43N 105-46E on 9 Feb 67 (41 shown in Figure 7). Most of these vehicles were moving south and the damaged segment of Route 15 appeared to be repaired.

A vehicular cable bridge is under construction at UTM WE824634 where both anchorage excavations have been completed (Figure 7).

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CABLE BRIDGE
UNDER CONSTRUCTION
(FIGURE 7)

(TO XOM CA TRANG
17-57N 105-47E)

75 PARKED TRUCKS

25X1D

130 TRUCKS MOVING SOUTH

25X1D

ROUTE 15

NORTH VIETNAM

ROAD PROBABLY SERVICEABLE

25X1D

ROAD UNSERVICEABLE

25X1D

MU GIA PASS

AMS SERIES L7014
SHEETS 6144 III, 6144 II,
6144 IV, 6144 I
1ST EDITION 1965
SCALE 1:50,000

LAOS

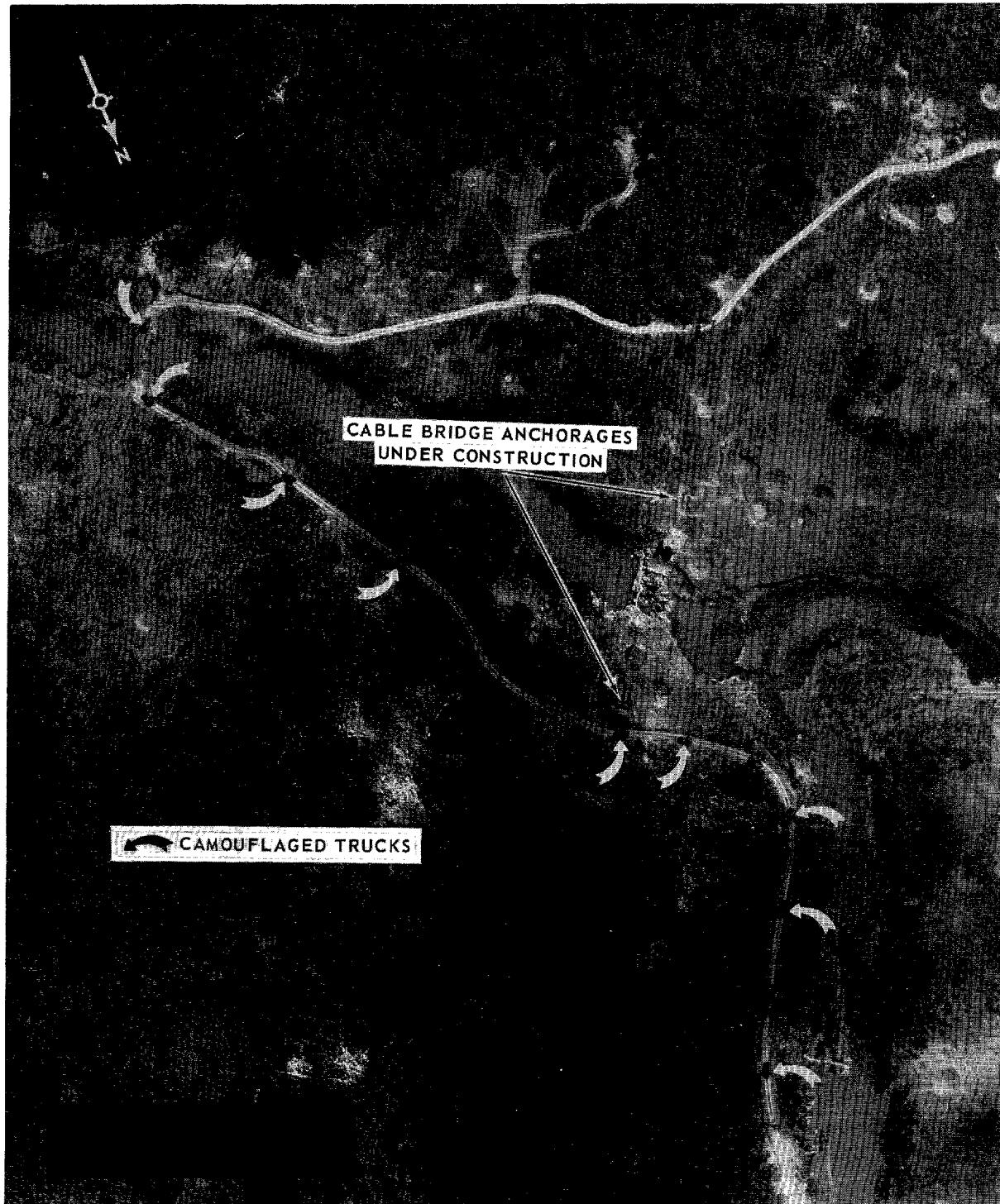
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NPIC L-7137 (2/67)

FIGURE 8. CABLE BRIDGE UNDER CONSTRUCTION, ROUTE 15, NORTH VIETNAM.

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25X1C

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B-35/67

5. Road Status, Laotian Panhandle

The entire communist-controlled road network in the Laotian Panhandle between Mu Gia Pass and the southernmost extension of Route 96/110 is now generally in use to the same extent as it was prior to the prolonged monsoon season. There has been a recent emphasis on the reactivation and construction of by-passes and alternates with a limited extension of the network itself.

Multiple stream crossings have again been reactivated in the Ban Pak Pha Nang area at 17-22N 105-44E. Four Route 23 by-passes are in use with active fords across the Se Bang Fai (stream) at UTM WE783209, WE782226, WE770252, and WE806242. The ford has been improved with bamboo matting and currently exhibits the highest degree of activity (Figure 9).

Route 23 is serviceable and in use between its junctions with Route 12 at 17-34N 107-33E and Route 9 at 16-33N 105-56E (Figure 10) and provides an alternate north-south route to the Route 91/911 road system.

Route 9 has been reactivated and shows evidence of light vehicular activity between Routes 91 and 92, at 16-43N 106-10E and 15-38N 106-25E, respectively; however, the northern portion of Route 92 south from Ban D ng remains in disuse.

25X1D

25X1D

The segment of Route 924 damaged by landslides in the vicinity of 15-50N 106-45E had been repaired by [REDACTED] and heavy vehicle tracks were observed along the entire length of the road (Figure 11). On [REDACTED] landslides had again rendered this segment of the road unserviceable and heavy smoke was observed in the area (Figure 22).

Route 90 is serviceable from Ban Bac at 15-50N 106-46E to the junction with Route 904 at 14-34E 106-51E; however, there is evidence of only limited use. The Se Kong (River) water-borne route (See Summary 35, Item 9), as an alternate to the northern portion of Route 90, is apparently supporting the bulk of the supplies (Figure 13).

Route 90 is in heavy use from the junction with Route 964 south to the southernmost extension of Route 96/110 at 14-37N 107-24E (Figures 14 and 15).

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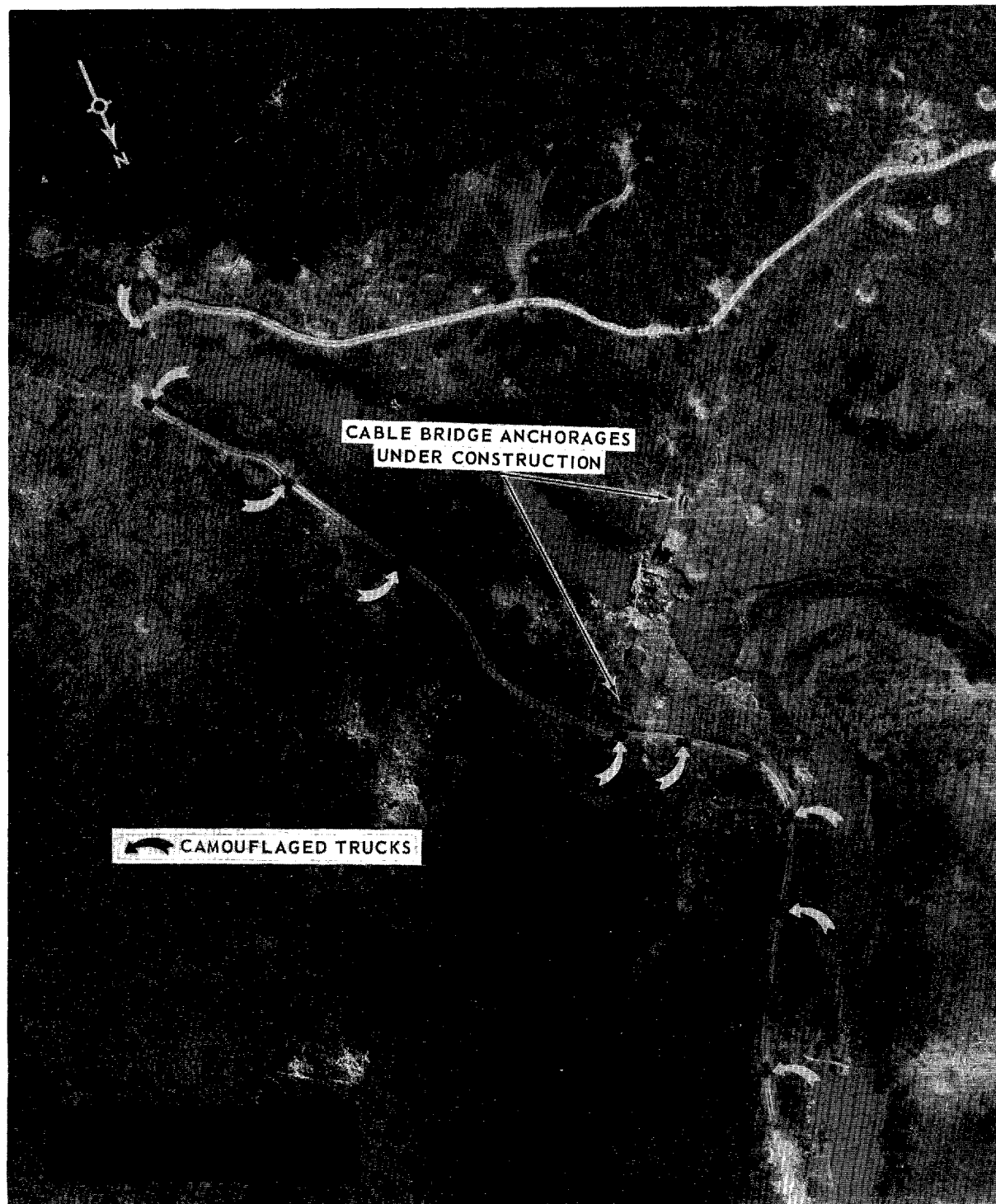


FIGURE 8. CABLE BRIDGE UNDER CONSTRUCTION, ROUTE 15, NORTH VIETNAM.

NPIC L-7137 (2/67)

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CONFIDENTIAL

8-35/67

5. Road Status, Laotian Panhandle

The entire communist-controlled road network in the Laotian Panhandle between Mu Gia Pass and the southernmost extension of Route 96/110 is now generally in use to the same extent as it was prior to the prolonged monsoon season. There has been a recent emphasis on the reactivation and construction of by-passes and alternates with a limited extension of the network itself.

Multiple stream crossings have again been reactivated in the Ban Pak Phu Nang area at 17-22N 105-44E. Four Route 23 by-passes are in use with active fords across the Se Bang Fai (stream) at UTM WE783209, WE782226, WE770252, and WE306142. The ford has been improved with bamboo matting and currently exhibits the highest degree of activity (Figure 9).

Route 24 is serviceable and in use between its junctions with Route 12 at 17-41N 107-43E and Route 9 at 16-38N 105-56E (Figure 10) and provides an alternate north-south route to the Route 91/911 road system.

Route 9 has been reactivated and shows evidence of light vehicular activity between Routes 91 and 92, at 16-43N 106-10E and 15-38N 106-25E, respectively; however, the northern portion of Route 92 south from Ban Dong remains in disuse.

25X1D

The segment of Route 924 damaged by landslides in the vicinity of 15-50N 106-45E had been repaired by [REDACTED] and heavy vehicle tracks were observed along the entire length of the road (Figure 11). On [REDACTED] landslides had again rendered this segment of the road unserviceable and heavy smoke was observed in the area (Figure 22).

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Route 96 is serviceable from Ban Bac at 15-50N 106-46E to the junction with Route 964 at 14-30N 106-51E; however, there is evidence of only limited use. The Se Kong (River) water-borne route (See Summary 35, Item 9), as an alternate to the northern portion of Route 96, is apparently supporting the bulk of the supplies (Figure 13).

Route 96 is in heavy use from the junction with Route 964 south to the southernmost extension of Route 96/110 at 14-37N 107-24E (Figures 14 and 15).

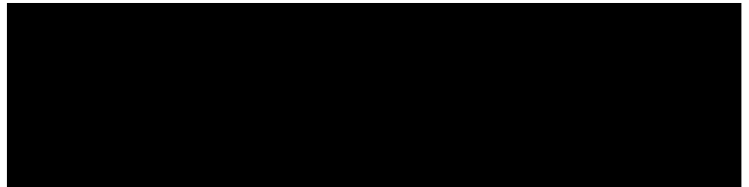
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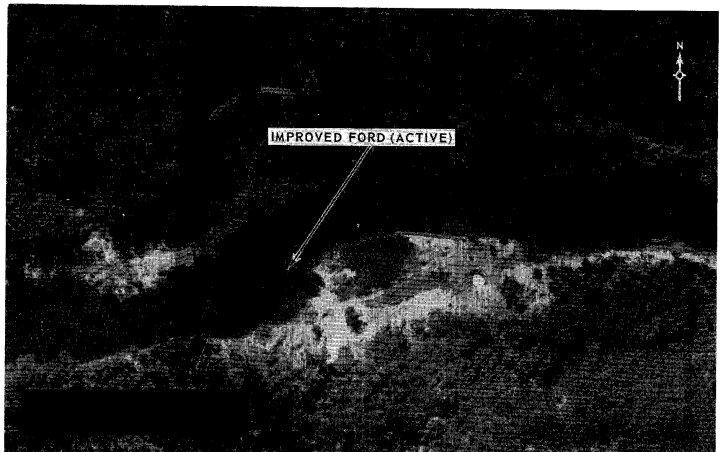
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Additional developments in road network are reported in items 6, 8, 10 and 11.

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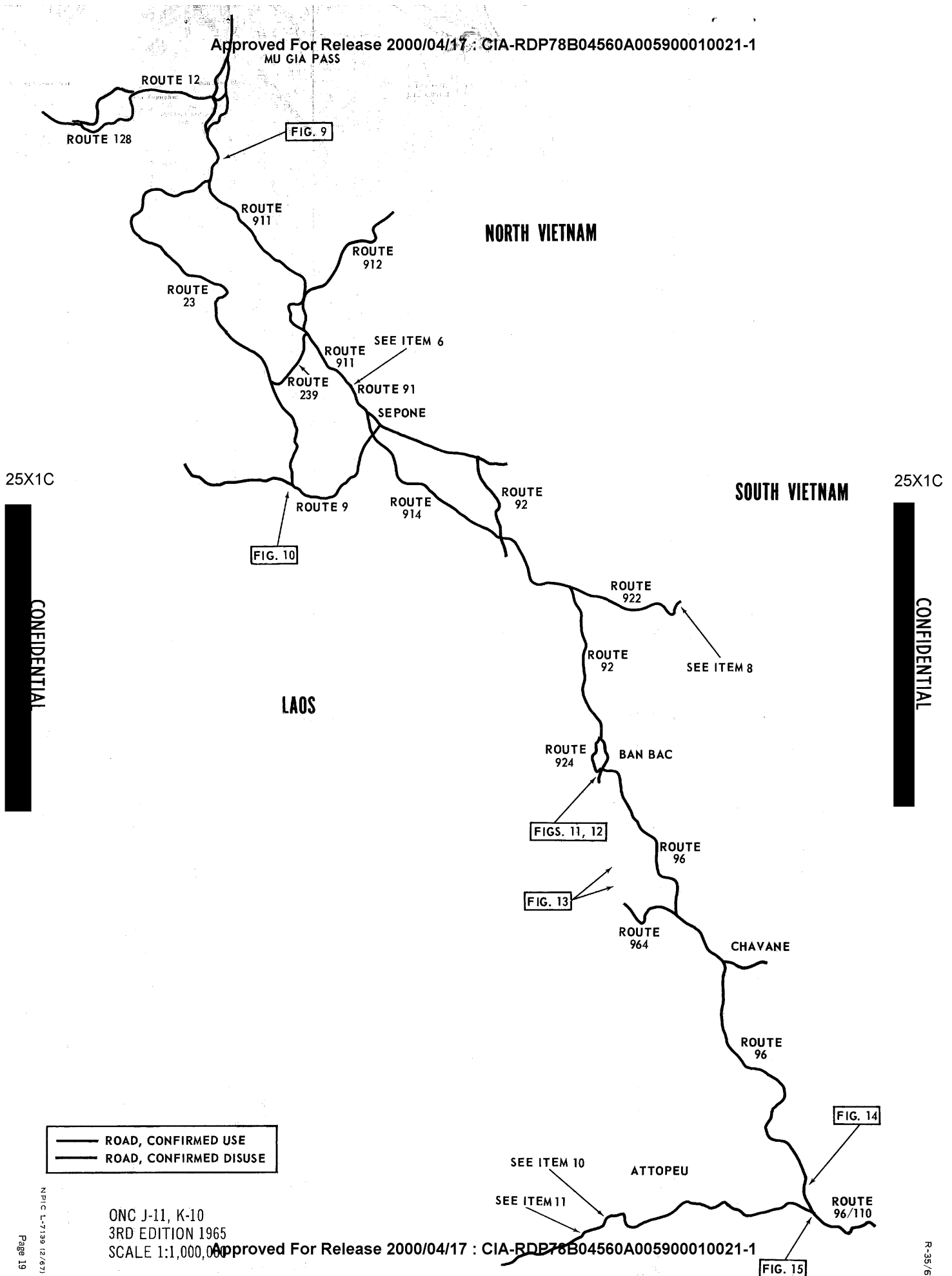
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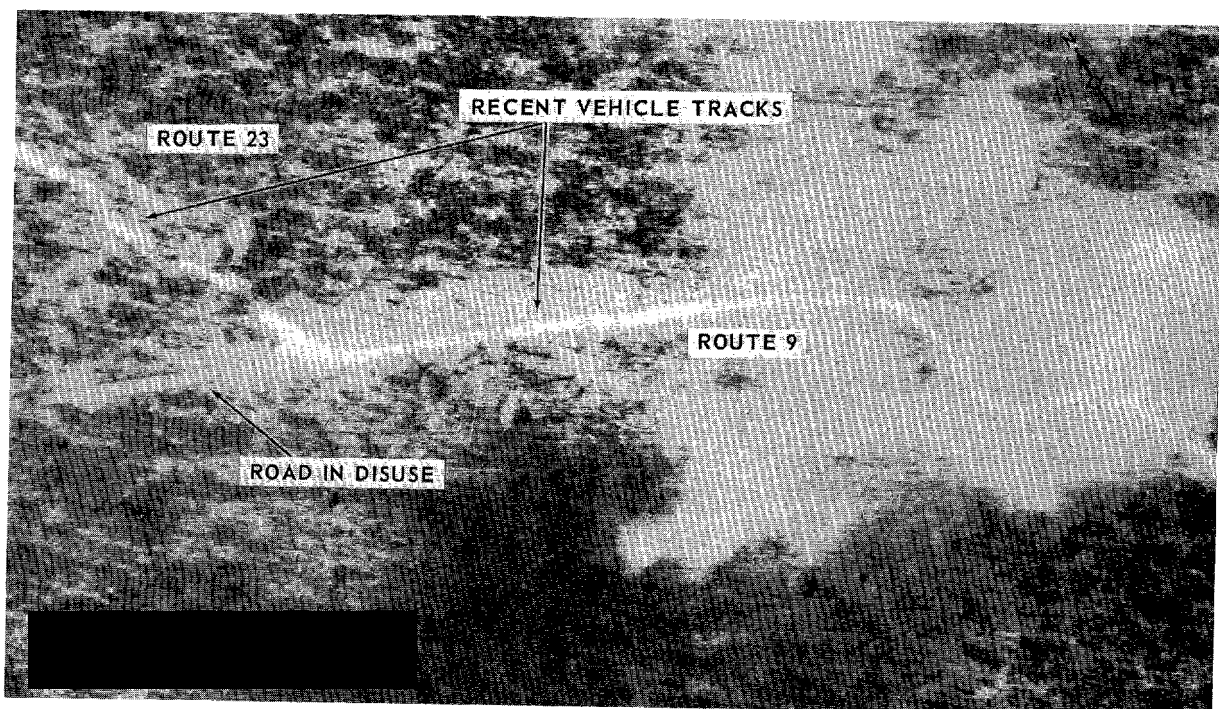
NPIC L-7140 (2/67)



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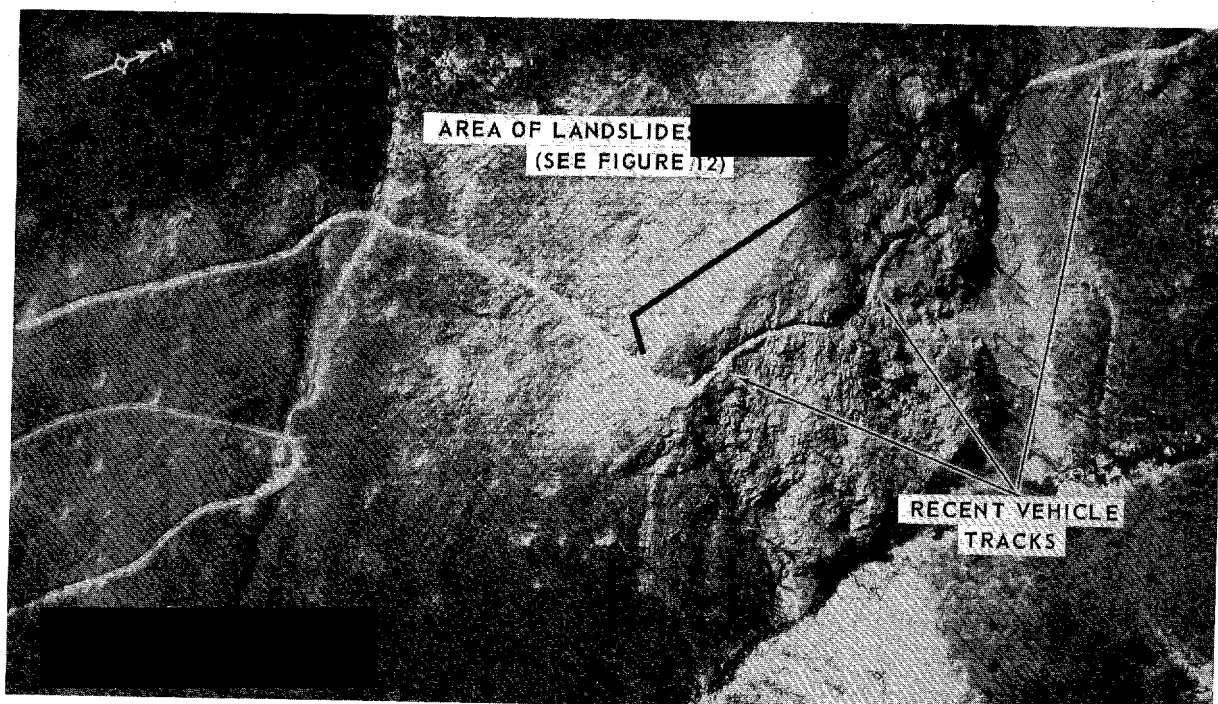
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25X1D

FIGURE 10. ROAD STATUS, JUNCTION OF ROUTES 9 AND 23, LAOS.

NPIC L-7141 (2/67)



25X1D

25X1D

FIGURE 11. ROAD STATUS, ROUTE 924, LAOS.

NPIC L-7142 (2/67)

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FIGURE 12. RECENT LANDSLIDES, ROUTE 924, LAOS.

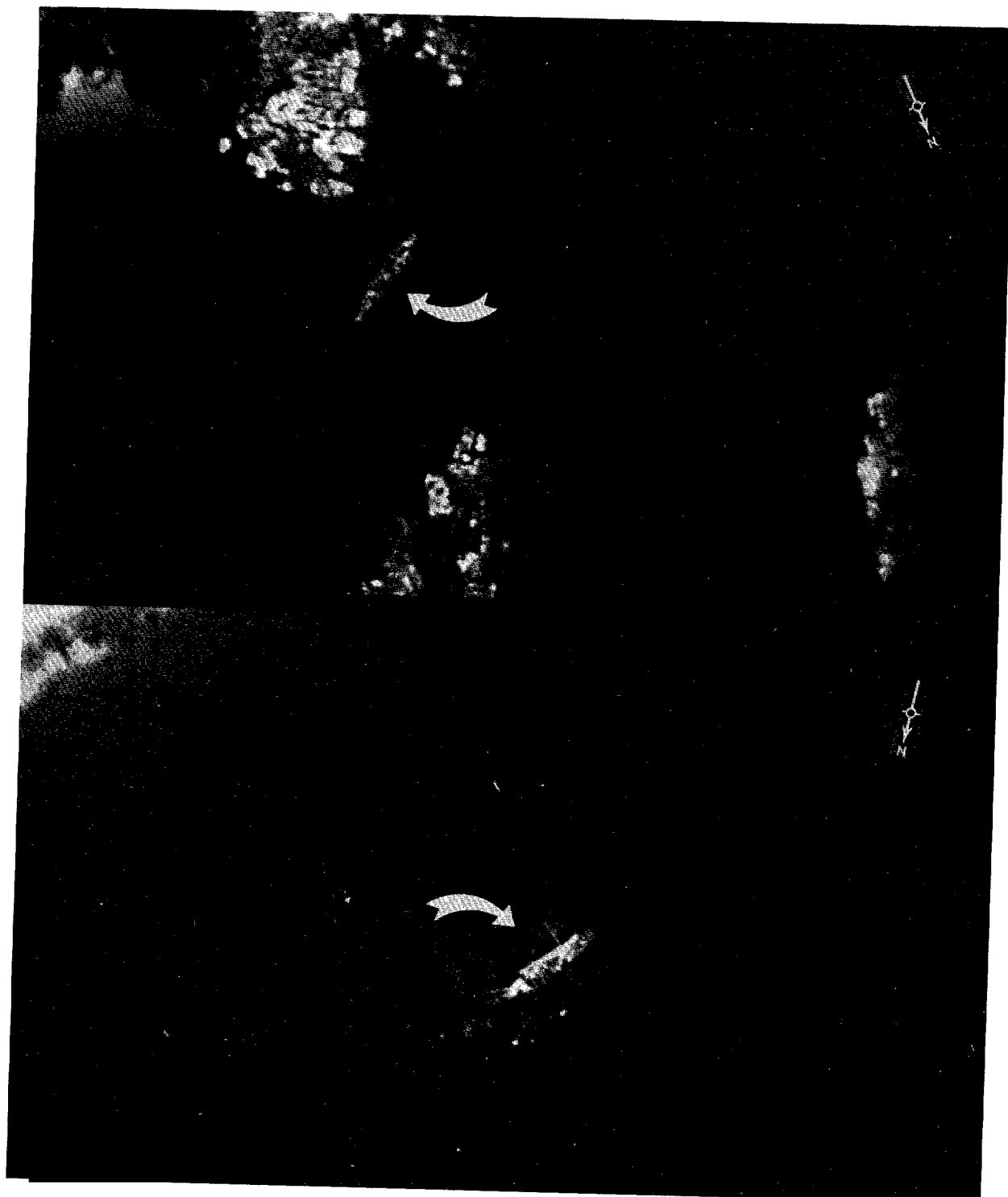


FIGURE 13. LARGE RIVER CRAFT, SE KONG (RIVER), LAOS.

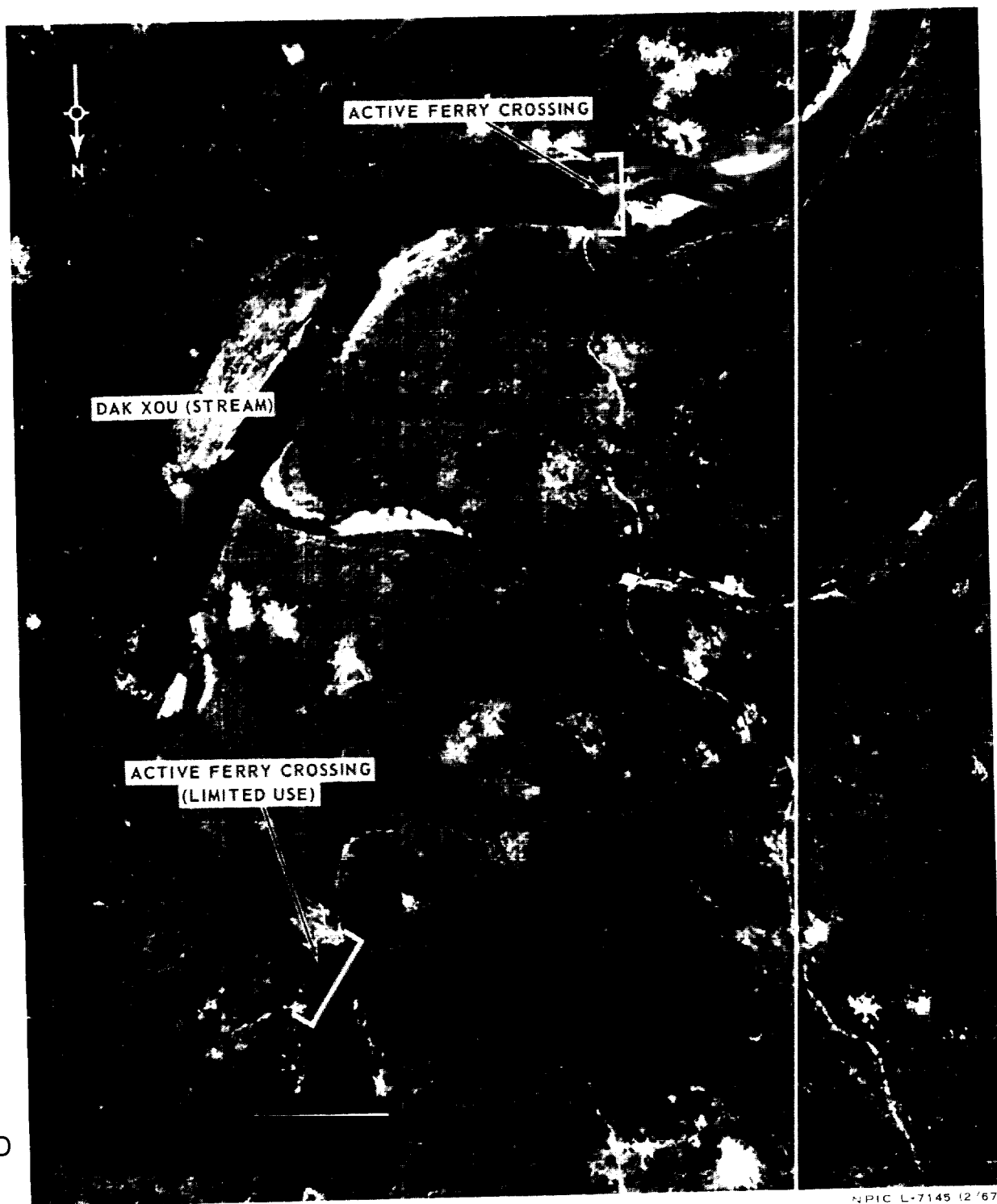
NPIC L-7144 (2/67)

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FIGURE 14. ACTIVE FERRY CROSSINGS (14-45N 107-17E), ROUTE 9, LAOS

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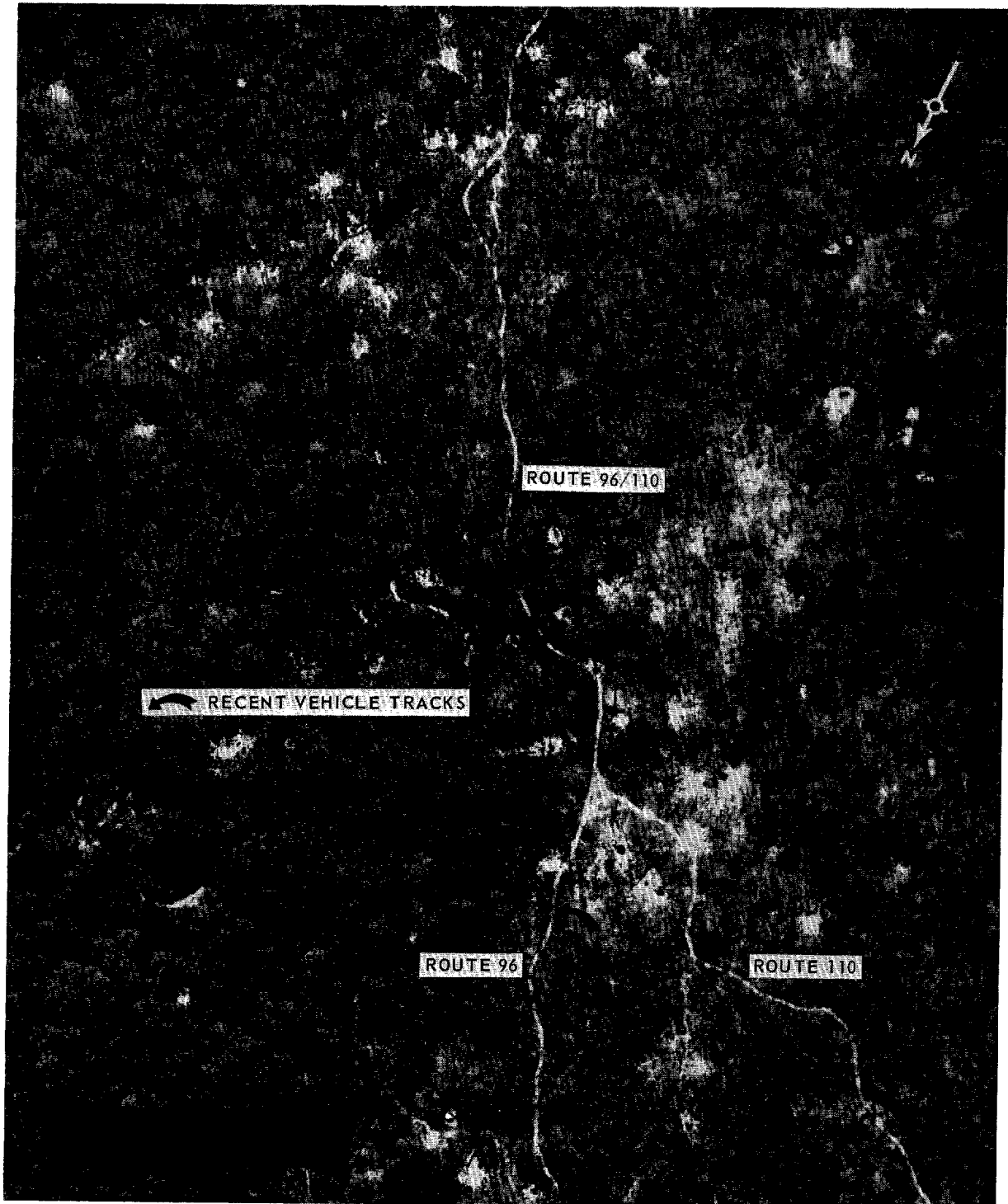


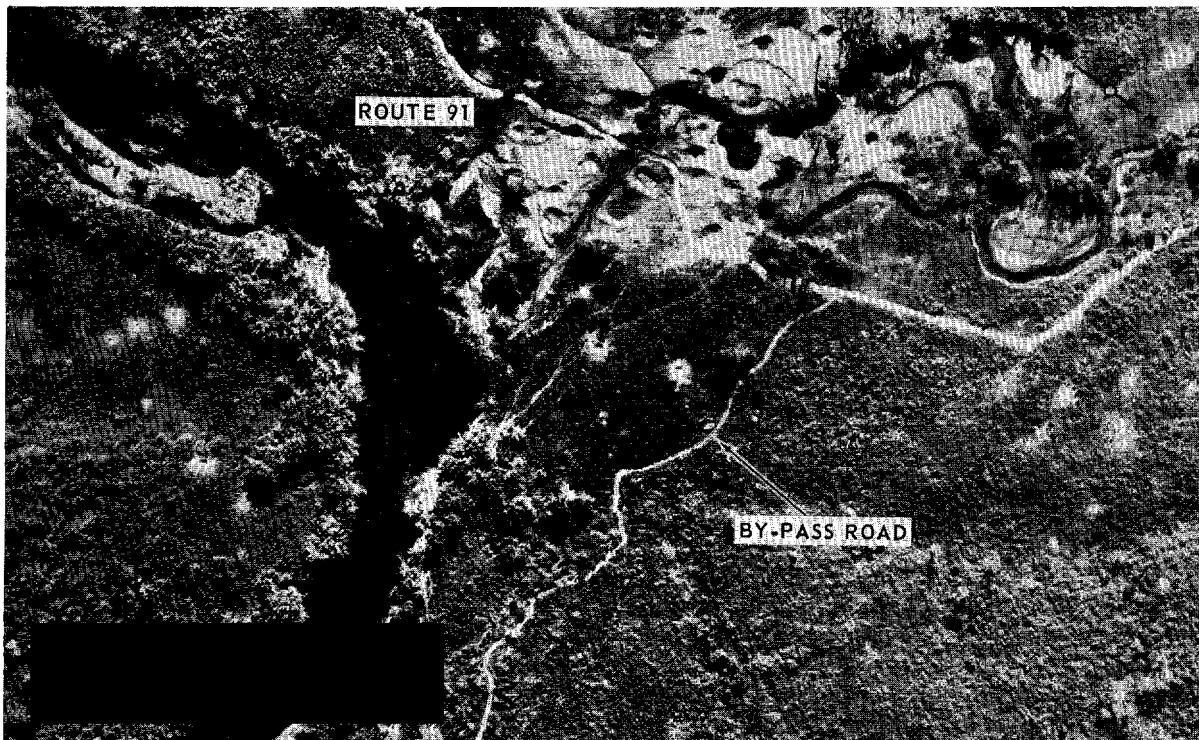
FIGURE 15. JUNCTION OF ROUTES 96, 110, AND 96/110 (14-42N 107-18E), LAOS

NPIC L-7146 (2/67)

6. Route 91 By-pass Road, Laos

A new road has been constructed which by-passes a 3.6 nm-segment of Laos Route 91 between 16-48N 106-05E and 16-45N 106-07E, approximately 6 nm northwest of Sepone. The by-pass extends generally east from Route 91 at UTM XD163591 (Figure 16), fords the Se Nam Kok (stream) at UTM XD176596 and XD200539, the Houei Nam Khang (stream) at UTM XD210578, and rejoins Route 91 at UTM XD197534. Limited clearing was necessary for the road, which generally follows pre-existing trails. No roadbed preparation is discernible.

25X1D



25X1D

NPIC L-7147 (2/67)

FIGURE 16. BY-PASS ROAD (NORTHERN TERMINUS), ROUTE 91, LAOS

Approved For [REDACTED] 005900010021-1

LAOS

ACTIVE BY-PASS ROAD
(FIGURE 16)

ROUTE 91

AMS SERIES L7014
SHEET 6242 IV
1ST EDITION 1965
SCALE 1:50,000

NPIC L-7148 (2/67)

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7. PT-76 Amphibious Tank, Route 9, Laos

25X1D

The first identification of a PT-76 amphibious tank in the Laotian Panhandle was made on photography of [REDACTED] (Figure 17). The tank was parked in a small clearing immediately south of a Route 9 by-pass at 16-35N 106-05E (UTM XD161340). There was no attempt to camouflage or conceal the tank, which was probably in transit when the reconnaissance aircraft appeared in the area at about 0605 hours local time.

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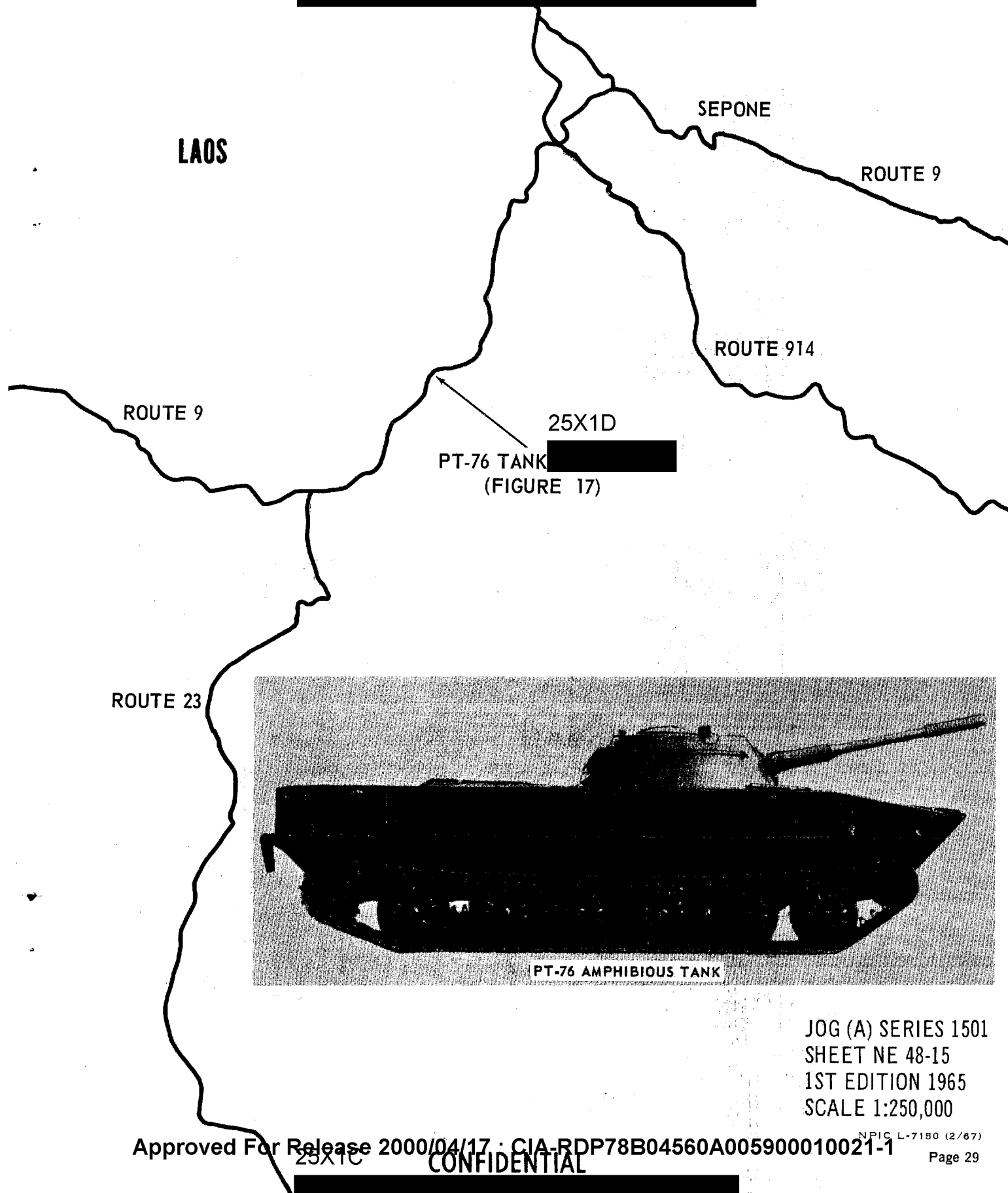
NPIC L-7149 (2/67)

FIGURE 17. PT-76 AMPHIBIOUS TANK, ROUTE 9, LAOS

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JOG (A) SERIES 1501
SHEET NE 48-15
1ST EDITION 1965
SCALE 1:250,000

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NPIC L-7180 (2/67)

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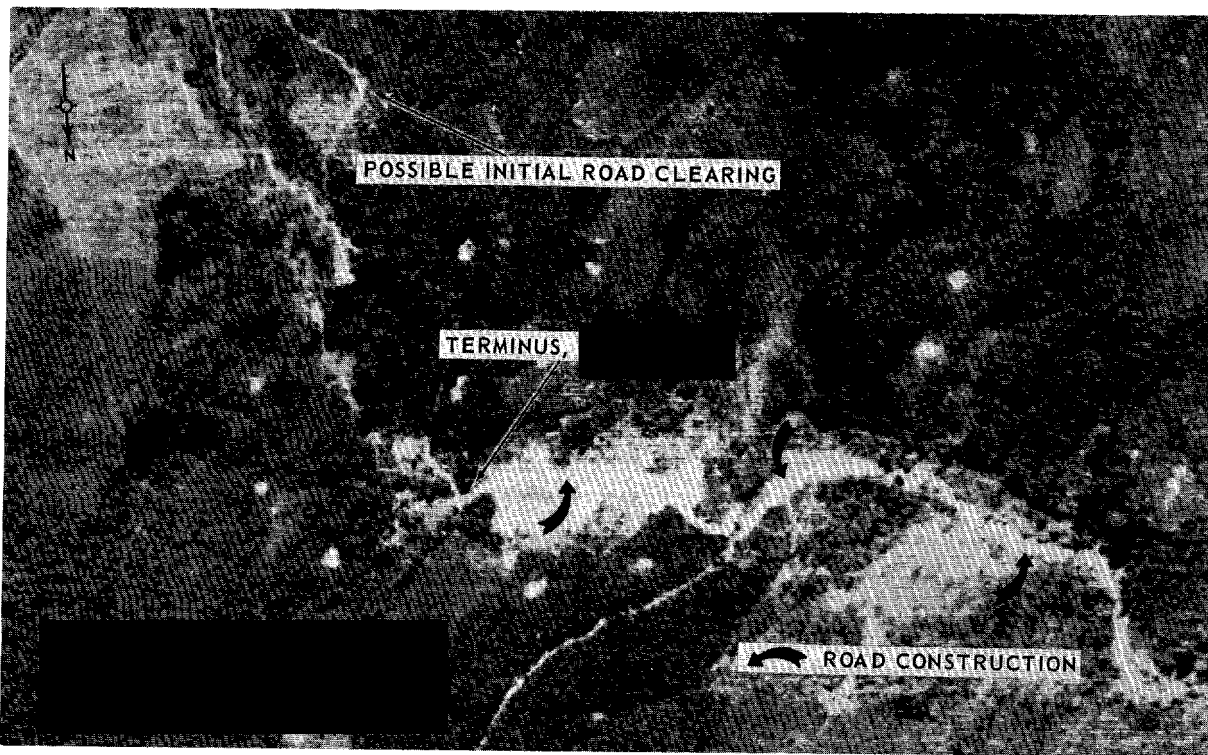
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8. Road Extension, Route 922, Laos

Vehicle tracks indicate a motorable extension of Laos Route 922 from the terminus reported in Summary 33, Item 4, at 16-14N 106-56E (UTM YC072962) to 16-15N 106-57E (UTM YC088989), a distance of approximately 1.7 nm. Road construction, consisting of trail widening with intermittent realignment, continues north from this point to UTM YD090011; then, extends generally east-northeast, paralleling the south bank of an unnamed stream, to approximately UTM YD162027, 900 yards from the South Vietnam border (Figures 18 and 19).

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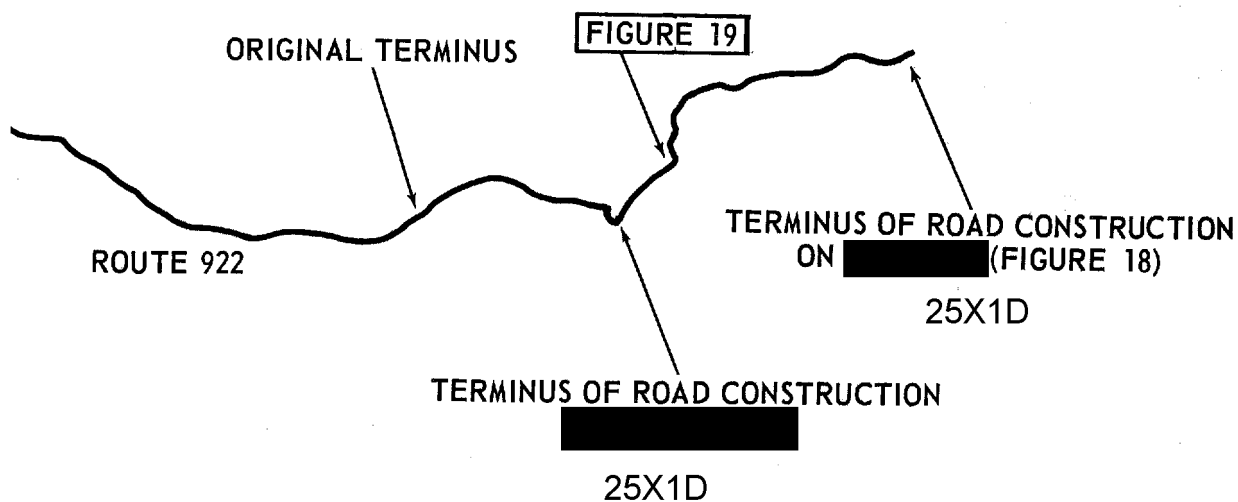
FIGURE 18. TERMINUS OF ROAD CONSTRUCTION, ROUTE 922, LAOS

NPIC L-7181 (2/67)

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SOUTH VIETNAM

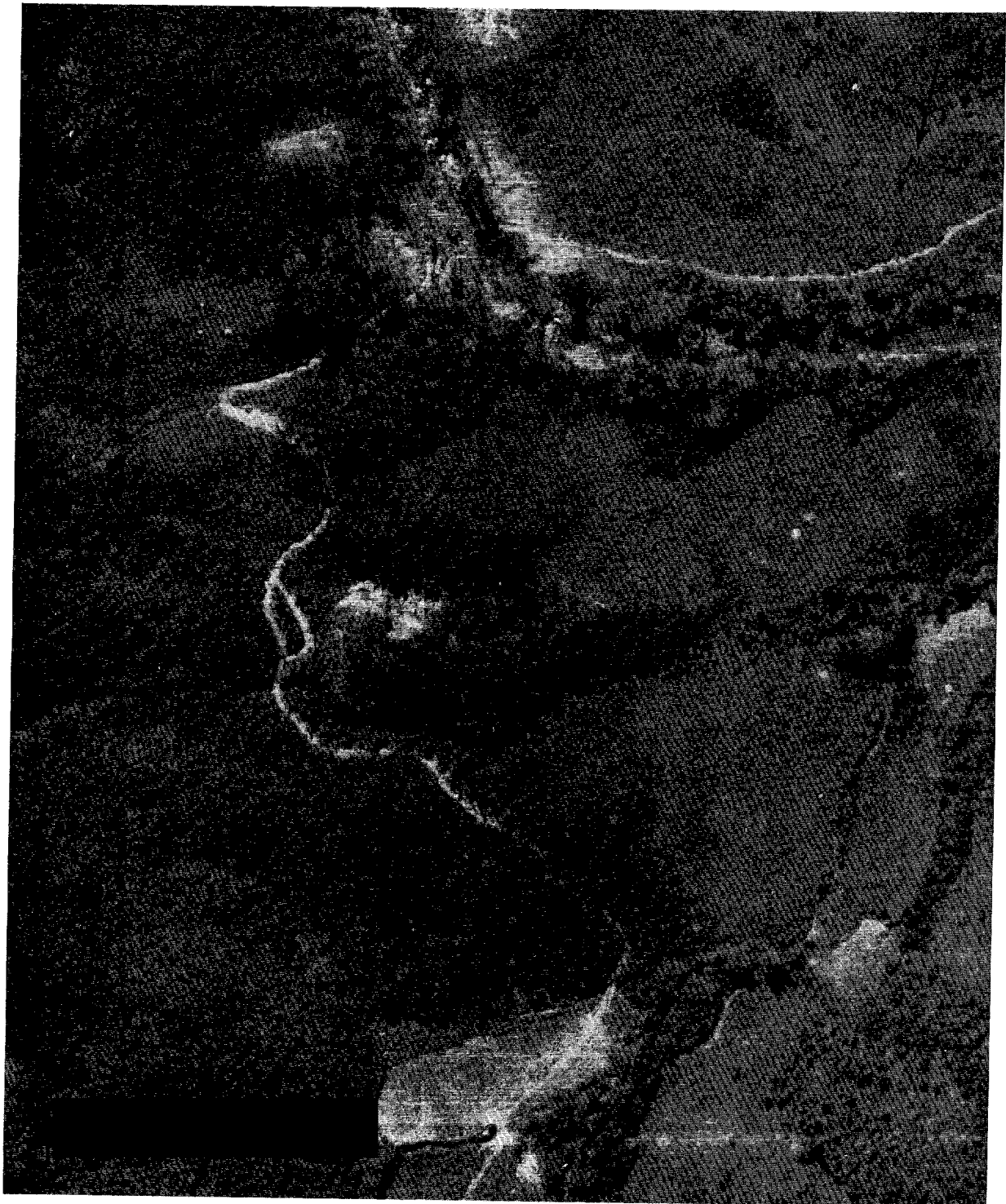


LAOS

JOG (A) SERIES 1501
SHEETS NO 48-4, NE 48-16
1ST EDITION 1965
SCALE 1:250,000

NPIC L-7152 (2/67)

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25X1D

FIGURE 19. ROAD EXTENSION UNDER CONSTRUCTION, ROUTE 922, LAOS

NPIC L-7153 (2/67)

9. Suspect Military Base Area, Route 110, Laos

A suspect military base area is located immediately south of Laos Route 110 in the vicinity of 14-42N 107-03E. Initial clearing for a loop road extending south from Route 110 at UTM YB211277 was observed on photography of [REDACTED] (Figure 20). On [REDACTED] the road has been completed and a probable truck was parked near its entrance (Figure 21). Additional vehicle tracks extend south to approximately UTM YB215272 and connect with an extensive trail network bounded by UTM coordinates YB200272, YB200263, YB214263, and YB215272.

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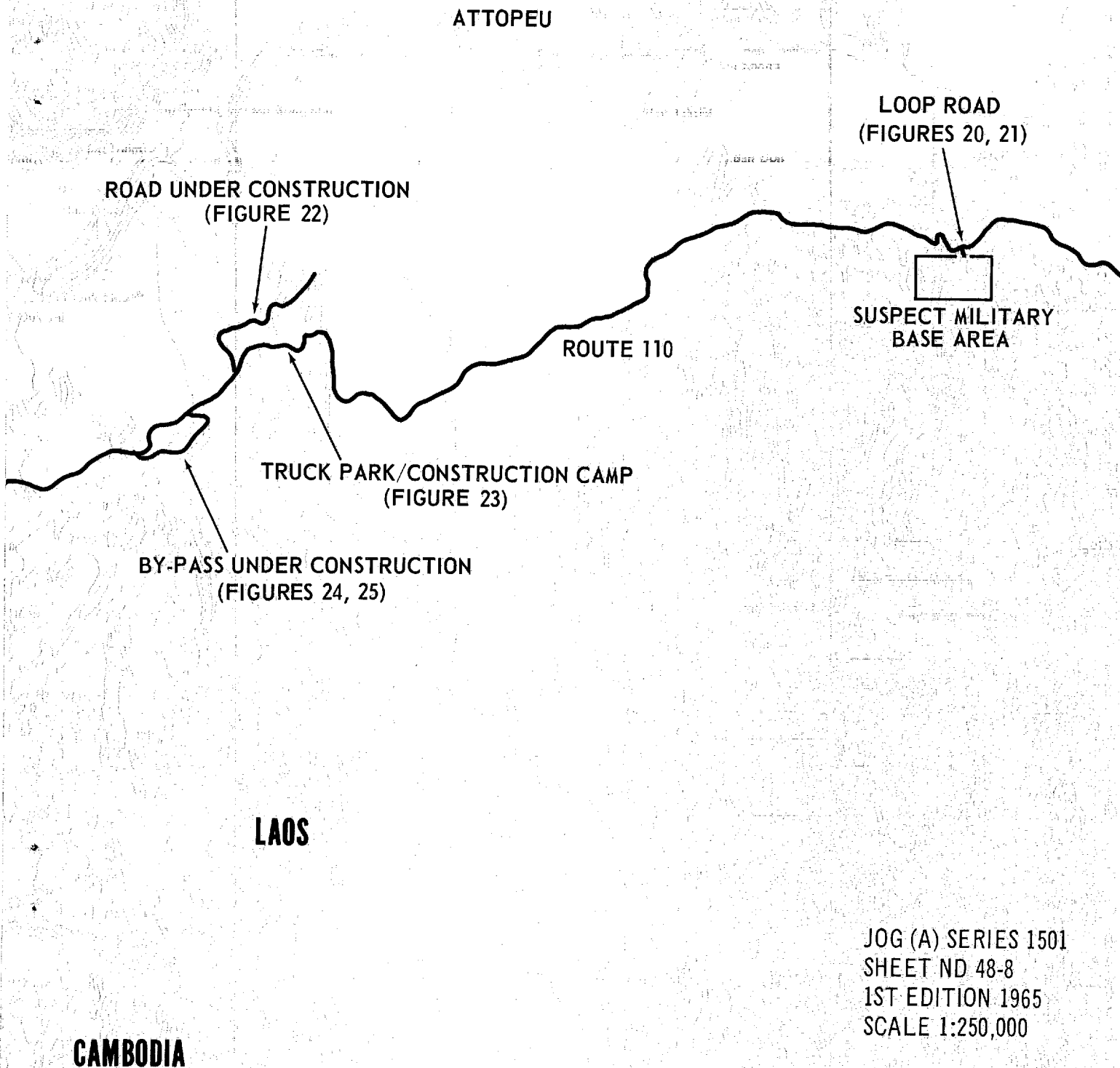
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JOG (A) SERIES 1501
SHEET ND 48-8
1ST EDITION 1965
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NPTC L-7154 (2/67)

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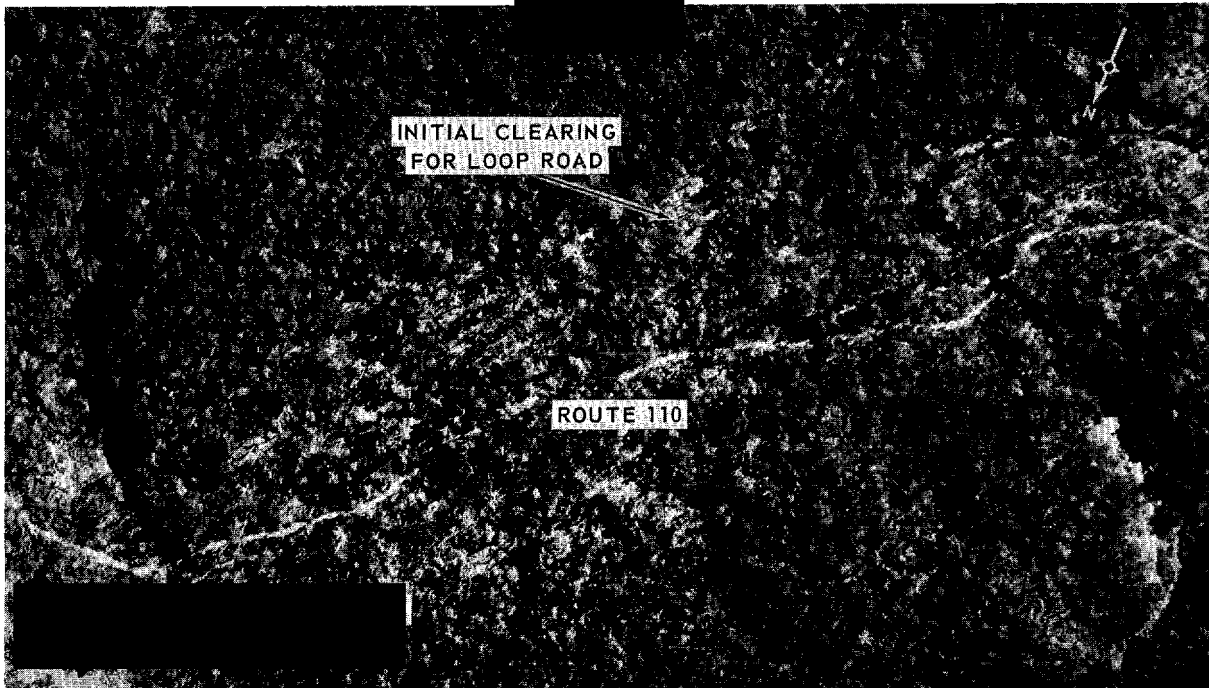


FIGURE 20. LOOP ROAD CONSTRUCTION, ROUTE 110, LAOS

NPIC L-7156 (2/67)

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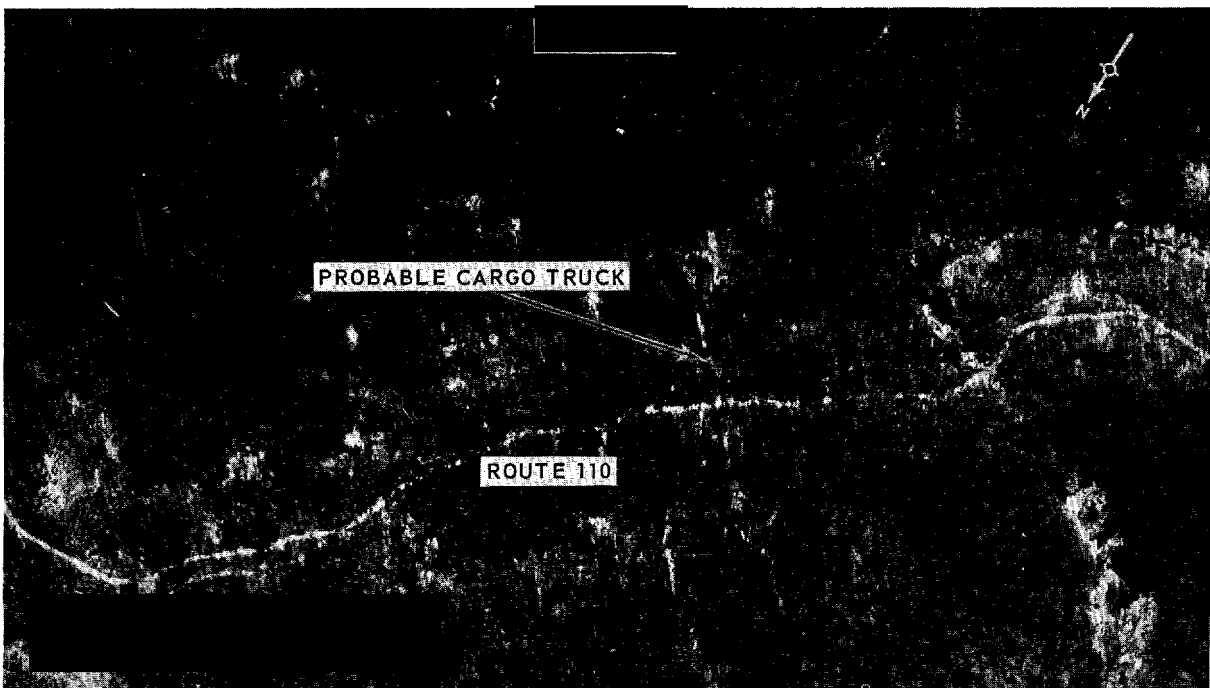


FIGURE 21. LOOP ROAD, ROUTE 110, LAOS

NPIC L-7156 (2/67)

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10. Road Under Construction, Route 110 and Attapeu Area, Laos

A new road is under construction extending north from Laos Route 110 in the vicinity of 14-40N 106-45E. Clearing operations in early-to-mid-stages extend generally north from Route 110 at UTM XB885222 (Figure 22) to UTM XB877236, then generally northeast to UTM XB917262, approximately 7 nm south of Attapeu.

A probable truck park/construction support facility is located immediately north of Route 110 and bounded by UTM coordinates XB906235, XB906229, XB901230, and XB901235 (Figure 23). An irregular-shaped loop road with 2 branches serves at least 3 buildings and several cleared areas.

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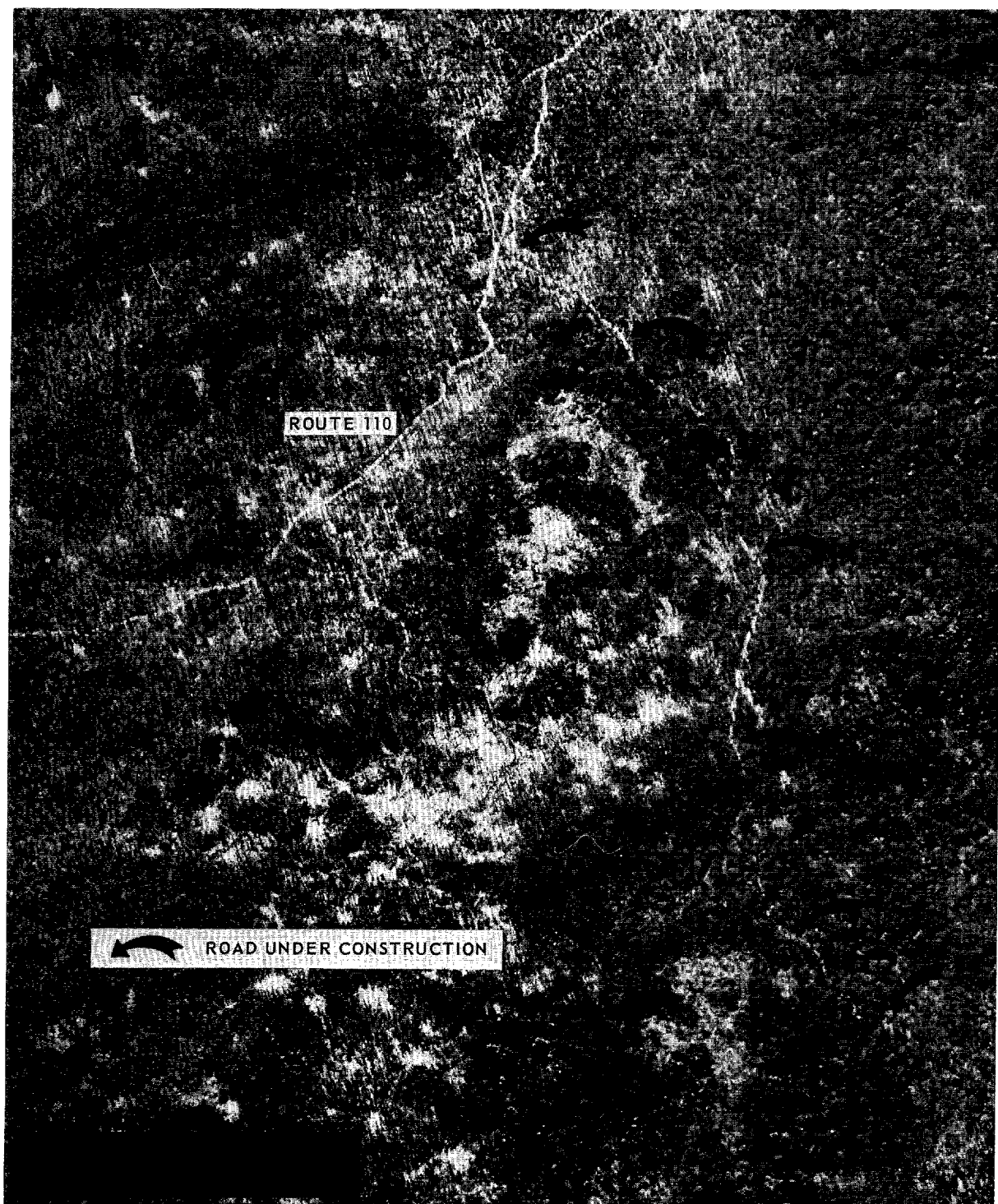
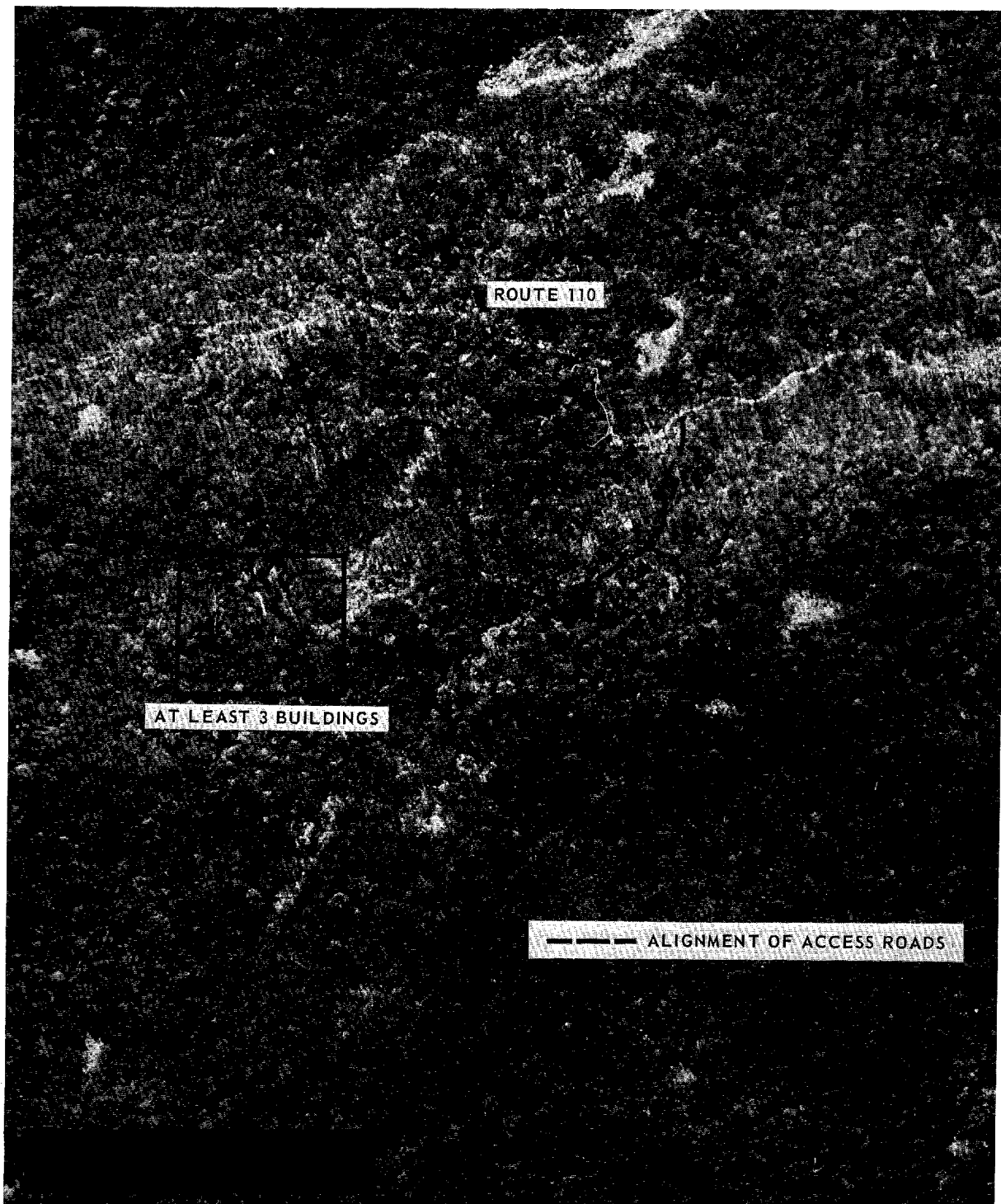


FIGURE 22. ROAD CONSTRUCTION, ROUTE 110, LAOS

NPIC L-7158 (2/67)



25X1D


FIGURE 23. TRUCK PARK/CONSTRUCTION CAMP, ROUTE 110, LAOS

NPIC L-7159 (2/67)

11. By-pass Under Construction, Route 110, Laos

A by-pass road is under construction, south of the only major ford on Laos Route 110, at 14-38N 106-43E between UTM XB865198 (Figure 24) and XB836183 (Figure 25). The initial clearing is complete and vehicle tracks are present at the extremities. The by-pass will utilize alternate stream crossings at UTM XB866194 and XB871195.

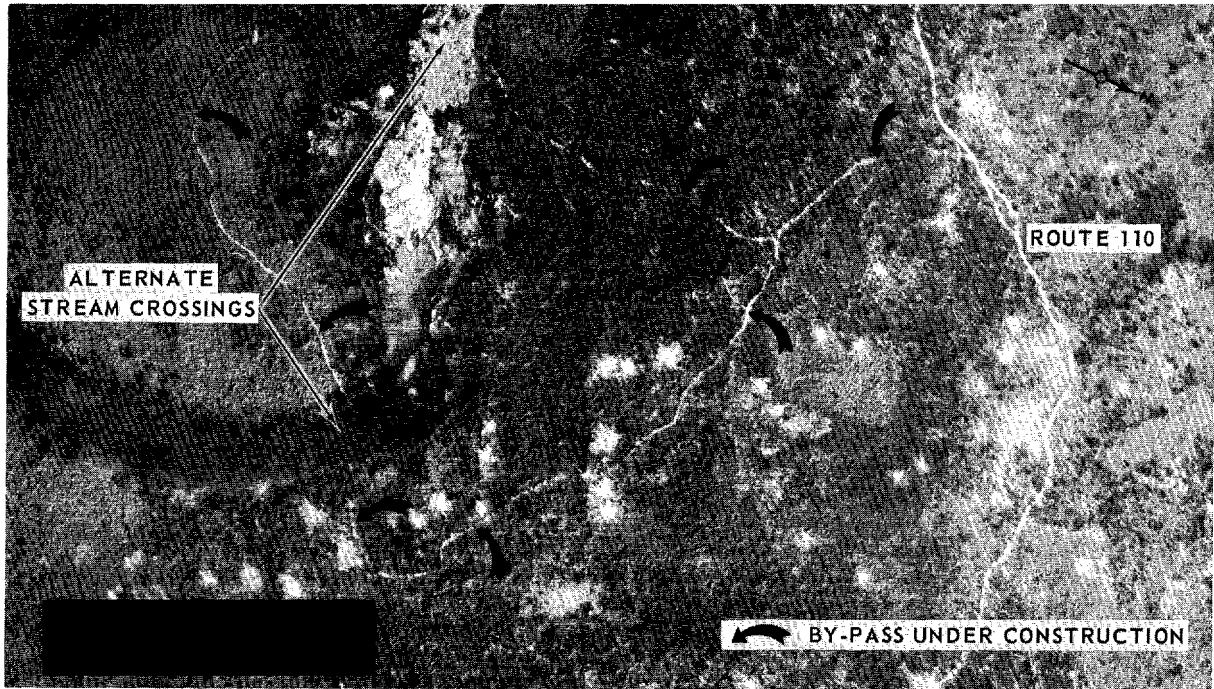
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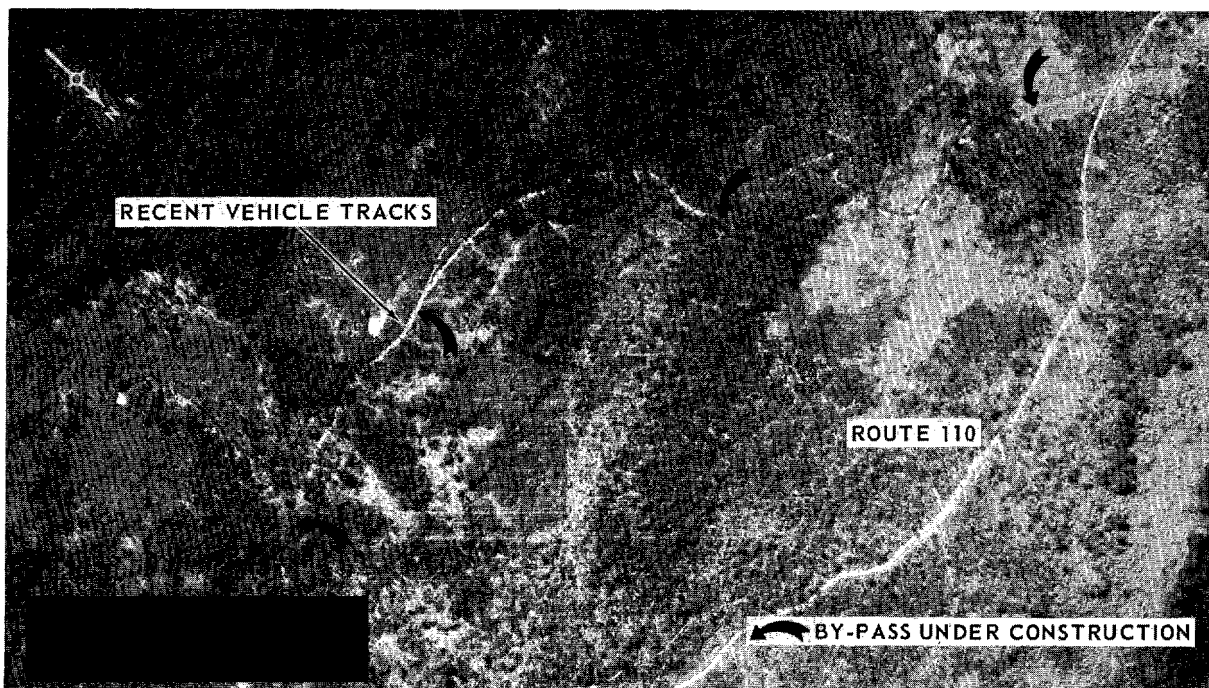
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FIGURE 24. BY-PASS UNDER CONSTRUCTION (EASTERN TERMINUS), ROUTE 110, LAOS

NPIC L-7186 (3/67)



25X1D

FIGURE 25. BY-PASS UNDER CONSTRUCTION (WESTERN TERMINUS), ROUTE 110, LAOS

NPIC L-7187 (3/67)

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12. Runway Resurfacing, Ban San Keo Airfield, Cambodia

The runway at Ban San Keo Airfield, Cambodia, on the south bank of the Tonle Kong (river) at 14-26N 106-23E, is being resurfaced. The 2,250 x 70 ft runway was fully reconditioned between [REDACTED] subsequently deteriorated. On photography of [REDACTED] strip and a 60 x 45 ft probable parking apron had been resurfaced (Figure 26). The strip had been extended to a total of 1,995 ft by [REDACTED]

25X1D

25X1D
25X1D



25X1D

NPIC L-7188 (3/67)

FIGURE 26. RUNWAY RESURFACING, BAN SAN KEO AIRFIELD, CAMBODIA.

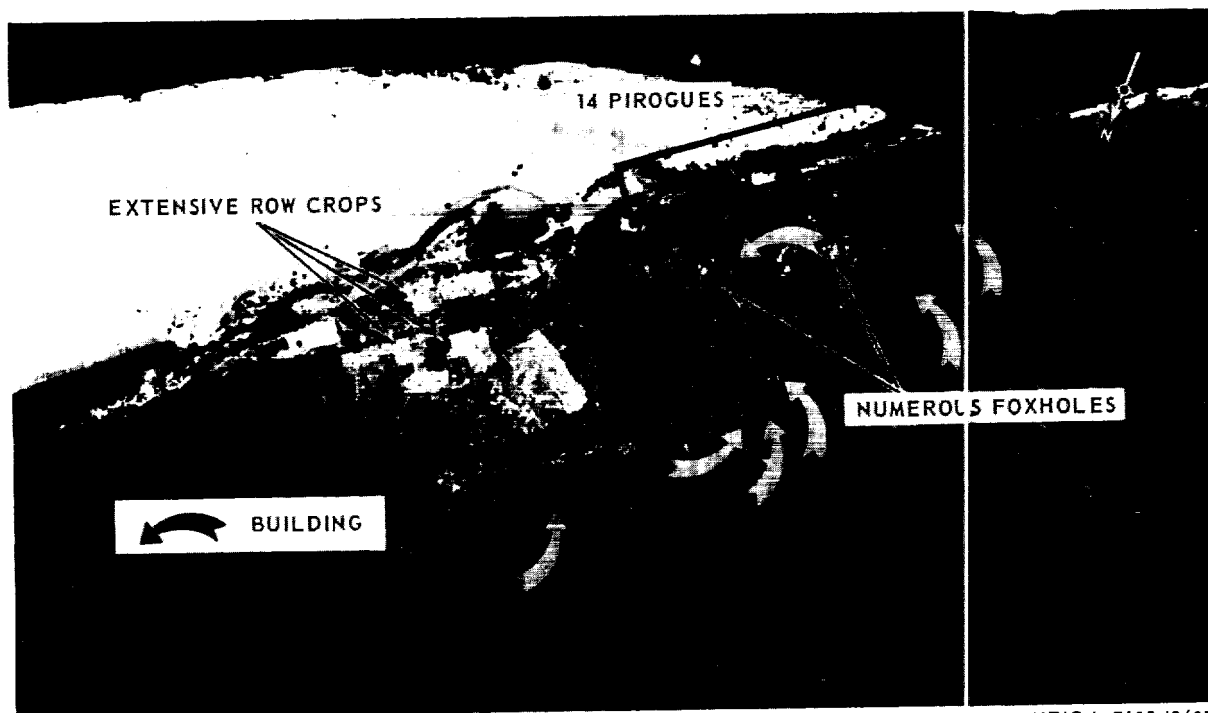
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25X10NTL

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13. Probable Insurgent Support Facility, Tonle Kong (River), Laos

A probable insurgent support facility is located on the Laotian bank of the Tonle Kong (river) at 14-27N 106-21E (UTM XA466979). At least 7 buildings are partially concealed in the area with extensive row crops and numerous foxholes adjacent to the river bank. Fourteen pirogues are moored nearby (Figure 27).

25X1D



25X1D

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FIGURE 27. PROBABLE INSURGENT SUPPORT FACILITY, LAOTIAN BANK, TONLE KONG (RIVER).

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25X1C

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